

PART IV

Section—2-C (ii)

STATUTORY ORDERS ISSUED BY THE STATE GOVERNMENT
UNDER THE CENTRAL ACTS AND STATE ACTS.

FOOD AND FOREST SECRETARIAT

Notification No. AFD 92 FAF 77.
Bangalore, dated 14th March 1978.

In exercise of the powers conferred by Section 4 of the Karnataka Act 1963 (Karnataka Act 5 of 1964) the Government of Karnataka hereby—

(1) declares that it has been decided to constitute the land in the Ujire, Dharmasthala and Belal villages of Belthangady Taluk of South Kanara District, the situation and limits of which are specified in the schedule below, as reserved forest;

(2) appoints the Forest Settlement Officer, South Kanara, Mangalore to be the Forest Settlement Officer for purposes of clause (a) of sub-section (1) of the said section; and

(3) appoints the Divisional Forest Officer, Mangalore Division, Mangalore to represent the State Government in the inquiry by the said Forest Settlement Officer.

SCHEDULE

Name of the District	..	South Kanara
Name of the Taluk	...	Belthangady
Name of the Villages	...	Ujire, Belal and Dharmasthala
Survey Field Nos.	...	263/1 of Ujire, 54/1, 49, 48, 264 and 25 of Dharmasthala and 12/1 of Belal village.
Name of the Block	...	Ujire Block V.
Area of the Block	...	95.10 Hectares (235.00 acres)

Boundary Description

North:—Starting from station No. 87 which is a point situated at the newly constructed Cairn No. 87 the demarcation line of the block runs in South-East direction for a distance of 785 links to reach station No. 89 passing through the middle station No. 88. Thence it runs in South-West direction to a distance of 542 links to reach station No. 90. From there it runs in South-East direction for a distance of 444 links to reach station No. 99 passing through the intermediate station Nos. 91 to 98, after crossing a stream between

Cairn No 96 and 97. From there it runs in North-East direction to a distance of 991 links to station No. 101 passing through the middle station No. 100. Thence it runs in South-East direction to a distance of 1312 links to reach station No. 104 passing through the intermediate station Nos. 102 and 103. From there it runs in North-East direction to a distance of 438 links to station No. 105 by crossing a foot path. From there it runs in North-West direction for a distance of 1606 links to reach the station No. 108 passing through the intermediate station No. 106 and 107 by crossing the same footpath between Cairn No. 107 and 108. From there it runs in South-East direction to a distance of 227 links, to station No. 109. From there it runs in Eastern direction for a distance of 312 links, to station No. 110. Thereafter it runs in North-East direction for a distance of 1117 links to reach station No. 114 passing through the intermediate station Nos. 111 to 113 by passing above footpath between Cairn No. 110 and 111. Since then it runs in South-East direction to a distance of 509 links to station No. 116 passing through the middle station No. 115. From there it runs in almost Southern direction for a distance of 750 links to station No. 118 passing through the middle station No. 117. Thence it runs in South-East direction to a distance of 650 links to reach station No. 120 passing through the middle station No. 119. Afterwards the demarcation line of the block runs in North-East direction to a distance of 4359 links to reach station No. 132 passing through the intermediate station No. 121 to 131. Thence it runs in North-West direction for a distance of 316 links to station No. 133. From there it runs in North-East direction to a distance of 500 links to station No. 134 after crossing a electric line. From there it runs North-West direction to a distance of 319 links to reach station No. 135. Thereafter it runs in North-East direction for a distance of 1229 links to reach station No. 138 passing through the intermediate station Nos. 136 and 137. Thence it runs almost in Eastern direction for a distance of 531 links to station No. 140 passing through the middle station No. 139.

The bearings and distances from station to station are as follows:—

Station From		Numbers To	Bearings in degrees in P. R.	Distances in links
1	2	3	4	
87		88	102½	419
88		89	129	366
89		90	212	542

1	2	3	4
90	91	15½	344
91	92	163½	333
92	93	173	405
93	94	123½	5½
94	95	104	514
95	96	159	436
96	97	101	1111
97	98	111	3½
98	99	104	400
99	100	76½	252
100	101	5½	739
101	102	125	536
102	103	121½	3½
103	104	151½	497
104	105	63	433
105	106	344½	530
106	107	355	456
107	108	355	680
108	109	113	227
109	110	90	3½
110	111	66	246
111	112	55	416
112	113	68	250
113	114	87	175
114	115	107	370
115	116	114	139
116	117	175½	470
117	118	178	280
118	119	116	260
119	120	98½	390
120	121	46	413
121	122	26	318
122	123	27	334
123	124	28	390
124	125	2½	390
125	126	5½	300
126	127	45½	438
127	128	70	180
128	129	7	610
129	130	12½	219
130	131	15½	307
131	132	11	450
132	133	353½	306
133	134	12	600

1	2	3	4
134	135	354½	519
135	136	32½	292
136	137	44	442
137	138	36	458
138	139	92	193
139	140	92½	330

East :—From station No. 140 the demarcation line of the block runs South-East direction for a distance of 233 links to station No. 1 (Cairn No. 1). From there it runs again in South-West direction for a distance of 3107 links to reach the station No. 10 passing through the intermediate station No. 2 to 9. Thence it runs in South-East direction for a distance of 385 links to station No. 13 passing through the intermediate station No. 11 and 12. Thereafter it runs in South-West direction for a distance of 819 links to reach station No. 15 passing through the middle station No. 14. Thence it runs in South-East direction to a distance of 168 links to station No. 16. Then the demarcation line runs in the Southern direction to a distance of 284 links to reach station No. 17. Since then it runs in South-West direction to a distance of 930 links to reach station No. 21 passing through the intermediate station No. 18 to 20. Then it runs in South-East direction for a distance of 234 links to station No. 22. Afterwards it runs in South-West direction to a distance of 1107 links to station No. 26 passing through the intermediate station No. 23 to 25. Thereafter it runs in South-East direction to a distance of 1139 links reach station No. 31 passing through the intermediate station No. 27 to 30. Thence it runs in North-West direction for a distance of 461 links to reach station No. 31 passing through the middle station No. 32. Thence it runs in South-West direction to a distance of 2087 links to reach station Nos. 40 passing through the intermediate station Nos. 34 to 39.

The bearings and distances from station to station are as follows :—

Station From	Numbers To	F. bearings in degrees	Distances in links
1	2	3	4
140	1	15½	233
1	2	198½	412
2	3	251	410
3	4	230	296

1	2	3	4
4	5	203½	268
5	6	201	480
6	7	201½	338
7	8	220	193
8	9	193	420
9	10	185	350
10	11	133½	210
11	12	145	210
12	13	14½	165
13	14	207	475
14	15	188	334
15	16	165	168
16	17	180	214
17	18	201	248
18	19	198	183
19	20	219½	337
20	21	21½	214
21	22	174	234
22	23	210½	158
23	24	224½	412
24	25	229	271
25	26	220	266
26	27	176½	193
27	28	157½	292
28	29	168	118
29	30	172	181
30	31	166	320
31	32	276½	187
32	33	282	214
33	34	221½	325
34	35	212	243
35	36	221	195
36	37	217	304
37	38	217½	198
38	39	209½	334
39	40	217	488

South :—From station No. 40 the demarcation line of the black runs in North-West direction for a distance of 1413 links to reach station No. 45 passing through the intermediate station No. 41 to 44. From there it runs in almost Western direction to a distance of 400 links to reach station No. 46. There from it runs in North-West direction to station No. 47 for a distance of 312 links. Thence it runs in South-West direction for a distance of 396 links to station No. 48. Thereafter it runs North-West direction for a distance of 581 links to station No. 50 passing through the middle station No. 49.

Since then it runs in South-West direction for a distance of 774 links to station No. 52 passing through the middle station No. 51. Thence it runs in North West direction for a distance of 1583 links to reach station No. 56 passing through the intermediate station Nos. 53 to 55. From there it runs in North-East direction for a distance of 1000 links to station No. 63 passing through the middle Station No. 57. There from it runs in North-West direction for a distance of 500 links to reach station No 59. Thence it runs in almost Western direction to a distance of 795 links to station No. 60 by crossing a stream. Thereafter it runs in South-West direction for a distance of 1348 links to station No. 62 passing through the middle station No. 61. From there it runs in almost Western direction for a distance of 675 links to reach station No. 64 passing through the middle station No 63. There onwards it runs in North-West direction to a distance of 267 links to station No 65. Thence it runs in South-West direction to a distance of 247 links to reach station No. 66 Thence it runs in South-East direction to station No. 67 to a distance of 525 links. There from it runs in Southern direction for a distance of 349 links to reach station No. 68. Then it runs in South-East direction over a distance of 314 links to reach station No. 69. Then it runs in North-West direction over a distance of 1295 links to reach station No. 71 passing through the middle station No. 70.

Positions and distances from station to station are as follows:

Since then it runs in South-West direction for a distance of 774 links to station No. 52 passing through the middle station No. 51. Thence it runs in North West direction for a distance of 1583 links to reach station No. 56 passing through the intermediate station Nos. 53 to 55. From there it runs in North-East direction for a distance of 1000 links to station No. 58 passing through the middle station No. 57. There from it runs in North-West direction for a distance of 500 links to reach station No. 59. Thence it runs in almost Western direction to a distance of 795 links to station No. 60 by crossing a stream. Thereafter it runs in South-West direction for a distance of 1348 links to station No. 62 passing through the middle station No. 61. From there it runs in almost Western direction for a distance of 575 links to reach station No. 64 passing through the middle station No. 63. There onwards it runs in North-West direction to a distance of 267 links to station No. 65. Thence it runs in South-West direction to a distance of 247 links to reach station No. 66. Thence it runs in South-East direction to station No. 67 to a distance of 525 links. There from it runs in Southern direction for a distance of 349 links to reach station No. 68. Then it runs in South-East direction over a distance of 314 links to reach station No. 69. Then it runs in North-West direction over a distance of 1295 links to reach station No. 71 passing through the middle station No. 70.

Bearings and distances from station to station are as follows:—

Station From	Numbers To	bearing in degrees P. B.	Distance in links
40	41	324	281
41	42	304	294
42	43	313	310
43	44	314	228
44	45	321	290
45	46	266½	400
46	47	2-3½	312
47	48	247½	396
48	49	288	338
49	50	286	243
50	51	236	334
51	52	244	442
52	53	299	244
53	54	293	389
54	55	276	610
55	56	2-8½	350
56	57	12	600
57	58	32	400
58	59	326	500

1	2	3	4
59	60	272	796
60	61	225	658
61	62	22½	690
62	63	261½	229
63	64	274½	347
64	65	290½	267
65	66	249½	247
66	67	129½	525
67	68	17½	349
68	69	170½	314
69	70	282	500
70	71	297	795

West :—From station No. 71 the demarcation line of the block runs in North-West direction to a distance of 480 links to reach station No. 72. From there it runs in almost Northern direction for a distance of 562 links to station No. 73. There from it runs in North-East direction to station No. 74 for a distance of 253 links passing through the intermediate station No. 75 to 77. Thence it runs in North-West direction for a distance of 150 links to reach station No. 78. Thereafter it runs in North-East direction to reach station No. 79 for a distance of 1712 links passing through the intermediate station Nos. 80 to 84 by crossing a foot path between Cairn No. 84 and 85. Thence it runs in North-West direction to a distance of 398 links to reach station No. 86. Thence it runs finally in North-East direction of 443 links to reach station No. 87 (Cairn No. 87).

The bearings and distances from station to station are as follows :—

Station From	Numbers To	Bearing in degree in F B.	Distance in links
71	72	225	480
72	73	355½	562
73	74	43½	253
74	75	36	355
75	76	24	274
76	77	19	248
77	78	17	313
78	79	347	150
79	80	4	28
80	81	37	152
81	82	23	281
82	83	29	171
83	84	48½	257
84	85	17½	543
85	86	35½	398
86	87	28	443

Right of ways

1. A foot path of 2' wide entering into the block between Cairn No. 70 and 71 runs inside the block and bifurcates and one branch of which comes out of the block between Cairn Nos. 91 and 92 and another branch of it comes out of the block between Cairn No. 84 and 85.

2. Another foot path of 2' wide enters into the block between Cairn No. 16 and 17 runs inside the block and comes out of the block between Cairn No. 104 and 105 and again it enters inside the block between Cairn No. 107 and 108 and comes out of the block between Cairn No. 110 and 111.

3. Another foot path of 2' wide branches from the second foot path above and comes out of the block between cairn No. 45 and 46.

Other Privileges

1. Free grazing of cattle by the villagers.
2. Free removal of green manure leaves of for bonafide agricultural purpose by villagers.
3. Free removal of dry fuel for the domestic purpose by villagers.
4. Free removal of Mulgrass for the bonafide domestic purpose by villagers.

By Order and in the name of the Governor of Karnataka

H. VENKATA REDDY,

*Under Secretary to Government,
Food and Forest Department.*

2708—S. O. 789

COMMERCE AND INDUSTRIES SECRETARIAT

Notification No. CI 49 EPO 78
Bangalore, dated 20th March 1978.

In exercise of the powers conferred under Rule 15 (1) of the Mineral Concession Rules 1960, the Government of Karnataka hereby revoke the order issued in Government Notification No. CI 248 EPO 77 dated 22nd October 1977 sanctioning a Prospecting Licence for Corundum in respect of the area of 255 acres (103.19 hectares) of land in Byohpura village, Koratagere taluk, Tumkur District, in favour of Sri. K. K. Rajas. The grantee failed to pay the security deposit and execute the deal within the prescribed time limit.

By Order and in the name of the Governor of Karnataka

Y. B. CHINNAPPA REDDY,

*Under Secretary to Government,
Commerce and Industries Department.*

2747—S. O. 790